

NOTE: ALL PHOTOS USED ARE FOR GENERAL VIEWING AND DO NOT RELATE IN ANY WAY TO ANY OF THE INCIDENTS LISTED.

August Incidents



A Piper PA30 was instructed to hold short of Rwy 32R and say direction of departure. The Piper responded that he would be making a northbound departure but did not read back the hold short. The controller requested a read back of the hold short instruction and the PA30 responded, "Roger, we are holding short." The Piper then crossed the Rwy 32R hold line at the approach end. A Beech BE76 that was on 1/4 -mile final was sent around. **RESULT – Runway Incursion and Pilot Deviation**






A C172 entered class Delta airspace and landed without authorization. No conflicts were reported. **RESULT – Surface Incident and Pilot Deviation**












An unauthorized vehicle entered the movement area and crossed Rwy 26R, 21, and 26L, conflicting with a Cessna C172 on ½-mile final to Rwy 26L. The Cessna was sent around. The takeoff clearance for a second aircraft, a Beech BE35 was cancelled before the Beech entered Rwy 26R. No loss of separation was reported. **RESULT – Runway Incursion and Vehicle Deviation**


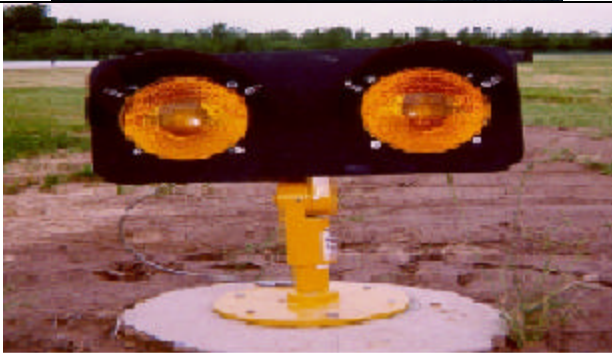







A Cessna C172, was instructed to cross Rwy 19L at Twy G. The Cessna crossed as instructed but then crossed the hold line for Rwy 19R. Another Cessna C172 on ¼-mile final was sent around. No loss of separation reported. **RESULT – Runway Incursion and Pilot Deviation**


		<p>A B744 crossed Runway 25L without authorization after acknowledging hold short instructions. A F100 on 3 mile final same runway was sent around, no loss of separation reported. RESULT – Surface Incident and Pilot Deviation</p>
		<p>An A320 crossed the hold bars and entered active Runway 25R at Taxiway Mike in response to clearance intended for another company aircraft who had landed Runway 25R and was turning off on November. The Controller used the A320 call sign meant for the other aircraft and when the A320 acknowledged the transmission, the controller did not catch it. ATC saw the wrong aircraft move and cancelled takeoff clearance for a B738 departing on Runway 25R. The B738 aborted its takeoff roll and exited at Taxiway Whiskey Foxtrot and the A320 was instructed to continue across. Closest proximity was approximately 6,000 feet horizontal. RESULT –Runway Incursion and Operational Error</p>
		<p>The ground controller taxied a B737 to Runway 28L via Alpha, Foxtrot, and Bravo which involved crossing Runways 1L/R at Foxtrot. Ground Control failed to coordinate with Local for crossing. No conflicts reported. RESULT – Surface Incident and Operational Error</p>
		<p>A Cessna C337 taxied/entered Runway 24 and departed without communications or clearance. No conflicts reported. RESULT – Surface Incident and Pilot Deviation</p>
		<p>A Embraer E120 entered Runway 25R at Taxiway K without clearance. No conflicts reported. RESULT – Surface Incident and Pilot Deviation</p>

		<p>A BE35 was instructed to hold short of Runway 29. The aircraft crossed Taxiway V and entered Runway 29. No conflicts reported. RESULT – Surface Incident and Pilot Deviation</p>
		<p>A Cessna 172 crossed the hold bars to Runway 12 after acknowledging hold short instructions. The takeoff clearance for a PA44 in position on Runway 12 was cancelled. No loss of separation. RESULT – Surface incident and Pilot Deviation</p>
		<p>A Mooney MO20 was issued a takeoff clearance for Runway 12L. The aircraft came out of the run up area and departed on Taxiway Alpha. A C560 was holding short of Runway 25 at Alpha. Closest proximity was over 1000 feet. RESULT – Surface Incident and Pilot Deviation</p>
		<p>Two unidentified vehicles crossed Runway 1/19 without authorization. No loss of separation. RESULT – Surface Incident and Vehicle Deviation</p>
		<p>A county airport fire truck crossed Runway 19R at the fire access road between Taxiway J and H without authorization. A Learjet on a half mile final to Runway 19R was sent around. RESULT – Runway Incursion and Vehicle Deviation</p>

		<p>A pedestrian crossed Taxiway F and G without authorization, no conflicts reported. RESULT – Surface Incident and Pedestrian Deviation</p>
		<p>A pedestrian crossed Runway 27 without authorization, no conflicts reported. RESULT – Surface Incident and Pedestrian Deviation</p>
		<p>A B747 failed to follow taxi instructions and taxied on Taxiway S and crossed the departure end of Runway 28R. No conflicts reported. RESULT – Pilot Deviation</p>
		<p>A vehicle was observed entering Taxiway C without authorization. No conflicts reported. RESULT – Surface Incident and Vehicle Deviation</p>
		<p>A pedestrian entered Runway 12 at Taxiway C without authorization and conflicted with a Mooney MO20 on departure roll on Runway 12. The Mooney's takeoff clearance was cancelled and the closest proximity reported was 2,000 feet horizontal. RESULT – Surface Incident and Pedestrian Deviation</p>

	<p>Two Jet Blue service trucks crossed Taxiways C/L/J without authorization. No conflicts reported. RESULT – Surface Incident and Vehicle Deviation</p>
	<p>A Cessna 172 was instructed and acknowledged holding short of Runway 19L at Kilo Taxiway. The Cessna crossed the runway without clearance and entered Runway 19R. No conflicts reported. RESULT – Surface Incident and Pilot Deviation</p>
	<p>A BL8 was cleared to land Runway 25L. The BL8 landed Runway 30. No conflicts reported. RESULT – Surface Incident and Pilot Deviation</p>
	<p>A Grumman AA5 departed Runway 19R without authorization and conflicted with a B757, departing Runway 25R. The Grumman was observed airborne mid-field on 19R and flew below and behind the B757 by 500 – 1,000 feet horizontal. ATC gave traffic to both aircraft and Grumman had the B757 in sight. RESULT – Runway Incursion and Pilot Deviation</p>
	<p>A B737 had landed Runway 25L and was instructed to hold short Runway 25R at Taxiway Alpha 6. A B757 was then instructed to taxi into position and hold for a crossing Jetstream. When the Jetstream was clear, the controller issued takeoff clearance for the B757 on Runway 25R and then instructed the B737 to cross Runway 25R. The B737 started to taxi and then observed the B757 rolling and stopped short of the runway but pass hold lines. The B757 continued departure and was airborne at Taxiway A4. Closest</p>

	<p>proximity was 4,000 feet horizontal. RESULT – Operational Error and Runway Incursion</p>
	<p>A Cessna C172 taxied across the hold bars to Runway 31C without authorization. The Cessna did not enter the runway. No conflicts reported. RESULT – Surface Incident and Pilot Deviation</p>
	<p>A Citabria GCBC after reading back hold short instructions crossed the hold short lines to Runway 21L at C3 intersection and conflicted with a Cessna C172 on a one quarter (1/4) mile final to Runway 21L. A Citabria did not enter the runway and the C172 was given go around instructions. Closest proximity was 6,000 feet horizontal. RESULT – Runway Incursion and Pilot Deviation</p>
	<p>A Cessna C172 entered Runway 29R without authorization. No conflicts reported. RESULT – Surface Incident and Pilot Deviation</p>
	<p>A Hawker Siddeley H25B entered Taxiway C without clearance. No conflicts reported. RESULT – Surface Incident and Pilot Deviation</p>
	<p>A Cessna C172 crossed the hold short lines to Runway 12L at the approach end without authorization and conflicted with a Piper PA28 on one quarter (1/4) mile final same runway. The PA28 was sent around to avoid loss of separation.</p>

		RESULT – Runway Incursion and Pilot Deviation
		<p>A U.S. Government vehicle responding to a possible aircraft ground emergency crossed Runway 8 without authorization at Taxiway B. The vehicle crossed approximately 1,000 feet in front of a general aviation aircraft as the aircraft was rotating. The vehicle was well clear of Runway 8 as the general aviation aircraft passed the crossing point after liftoff. RESULT – Operational Error and Runway Incursion</p>